

of many months of hearings, bipartisan compromise, and cooperation that began during the last Congress. It is designed to promote both public and environmental safety by reauthorizing and strengthening our federal pipeline safety programs which expired in September, 2000.

Since the Senate began debating pipeline safety improvement legislation in 1999, the House has taken little action. Various pipeline safety improvement measures are available for consideration by the House, including a bill introduced December 20, 2001 by the Chairman of the House Transportation and Infrastructure Committee. I encourage the House Members to act swiftly and help prevent not only needless deaths and injuries, but also environmental and economic disasters. Legislative action is necessary as demonstrated by the number of tragic accidents in recent years.

For example, on June 10, 1999, 277,000 gallons of gasoline leaked from a 16 inch underground pipeline into the Hannah Creek near Bellingham, WA. The gasoline migrated into the Whatcom Creek, where it was subsequently ignited. The ignition set off an explosion and fire, burning along both sides of the creek, for approximately 1.5 miles, killing two 10 year old boys and an 18 year old young man who was fishing in the creek. In addition to the three deaths, there were eight injuries and environmental damage to the area. Also, the fire damaged the Bellingham Water Treatment Plant and other industrial structures, as well as a private residence. Interstate 5 was closed for a period of time because of the thick smoke, and the Coast Guard closed Bellingham Bay for a one mile radius from the mouth of the Whatcom Creek.

Other tragedies have occurred. On August 19, 2000, a natural gas transmission line ruptured in Carlsbad, NM, killing 12 members of two families. On September 7, 2000, a bulldozer in Lubbock, TX, ruptured a propane pipeline. The ensuing cloud was ignited by a passing vehicle, creating a fireball which killed a police officer.

Congress was called on to act after the first accident in Washington. I introduced S. 2438, the Pipeline Safety Improvement Act of 2000, on April 13, 2000. With the assistance of a bipartisan group of Senators, including Senators Slade Gorton and PATTY MURRAY, the Commerce Committee reported the measure favorably later that July. The Senate took swift action upon return from the August recess, during which the accident in New Mexico had occurred. We passed S. 2438 by unanimous consent on September 7, 2000, on the same day as the rupture in Texas.

The Senate's accomplishment that year stemmed from several months of hearings and countless meetings. Unfortunately, the House failed to approve a pipeline safety measure so we were never able to go to conference or send a measure to the President. Our collective inaction was a black mark on the 106th Congress.

After the opening of the 107th Congress, I introduced nearly identical legislation, S. 235, the Pipeline Safety Improvement Act of 2001. The Senate acted swiftly and passed S. 235 on this date last year, one of the first legislative actions of the 107th Congress. The House now has the opportunity to remove the black mark by acting on pipeline safety legislation.

Including the tragedies I mentioned earlier, a total of 71 fatalities have occurred as a result of a pipeline accident over the past three years. It should be noted, however, that despite these horrible accidents, the pipeline industry has a good safety record relative to other forms of transportation. According to the Department of Transportation, pipeline related incidents dropped nearly 80 percent between 1975 and 1998, and the loss of product due to accidental ruptures has been cut in half. From 1989 through 1998, pipeline accidents resulted in about 22 fatalities per year—far fewer than the number of fatal accidents experienced among other modes of transportation. But this record should not be used as an excuse for inaction on legislation to strengthen pipeline safety.

The Office of Pipeline Safety, OPS, within the Department of Transportation's, DOT, Research and Special Programs Administration, RSPA, oversees the transportation of about 65 percent of the petroleum and most of the natural gas transported in the United States. OPS regulates the day-to-day safety of 3,000 gas pipeline operators with more than 1.6 million miles of pipeline. It also regulates more than 200 hazardous liquid operators with 155,000 miles of pipelines. Given the immense array of pipelines that traverse our nation, reauthorization of our pipeline safety programs is critical to the safety and security of thousands of communities and millions of Americans nationwide.

Early attention by the Senate demonstrates our firm commitment to improving pipeline safety. I will continue to do all I can to advance pipeline safety legislation this year. When the Senate considers an Energy bill in the upcoming days or weeks, I intend to offer S. 235 as an amendment to it. I hope my colleagues will join with me in demonstrating their strong support for addressing identified pipeline safety lapses and will vote for this amendment.

I remain hopeful that Congress as a whole will finally act before we receive another call to action by yet another tragic accident. Action is needed. It is needed now.●

IN RECOGNITION OF RICHARD "NIGHT TRAIN" LANE

● Mr. LEVIN. Mr. President, I am delighted to rise today to acknowledge the life of Richard Lane, a National Football League player who finished his career playing for the Detroit Lions, who passed away Tuesday, Janu-

ary 29th. Richard "Night Train" Lane possessed great athletic capabilities, a passion for the game and played the game of football like no one else. He is still recognized by many as one of the greatest cornerbacks to ever play the game.

Through hard work and an unwavering commitment to the game of football, Night Train Lane's skill has made an indelible mark on the annals of football history. At six feet, two inches and 210 pounds, he will be remembered for hounding wide receivers with his trademark tackle, the Night Train Necktie.

Upon graduating from High School, Night Train attended Scottsbluff Junior College, where he played football for one season. After a year in college, he served four years in the United States Army. He played wide receiver for service teams during his time in the Army and was spotted by a Los Angeles Rams scout during an Army exhibition game. In 1952, upon his discharge from the Army, Night Train was invited to drop by the Rams training camp for a try out.

In his rookie season with the Rams, he had 14 interceptions in a 12 game season, a record that has stood for 50 years despite the NFL season schedule increasing to 16 games. After starting his career with the Rams, he was traded to the Chicago Cardinals, and later traded to the Detroit Lions. Over the course of his 14 year career, he made 68 interceptions, five for touchdowns. His career interception return yards total of 1,207 is still second in NFL history.

After retiring from the NFL, Lane worked in the front office of the Detroit Lions, and was later head coach of both Southern University and Central State University. He later returned to Detroit to become executive director of the Police Athletic League, a sports program for at-risk children in Detroit. Night Train Lane's hard work and tremendous ability has been recognized by his peers who elected him to the Pro Football Hall of Fame in 1974 and to the 75th anniversary all-time team in 1994.

I hope my Senate colleagues will join me in saluting Night Train Lane for his extraordinary career in the National Football League, his honorable service to our nation and his work with the children of Detroit.●

LOCAL LAW ENFORCEMENT ACT OF 2001

● Mr. SMITH of Oregon. Mr. President, I rise today to speak about hate crimes legislation I introduced with Senator KENNEDY in March of last year. The Local Law Enforcement Act of 2001 would add new categories to current hate crimes legislation sending a signal that violence of any kind is unacceptable in our society.

I would like to describe a terrible crime that occurred May 19, 1994 in Savannah, GA. Milton Bradley, 72, was fatally strangled by a man who believed Bradley to be gay.